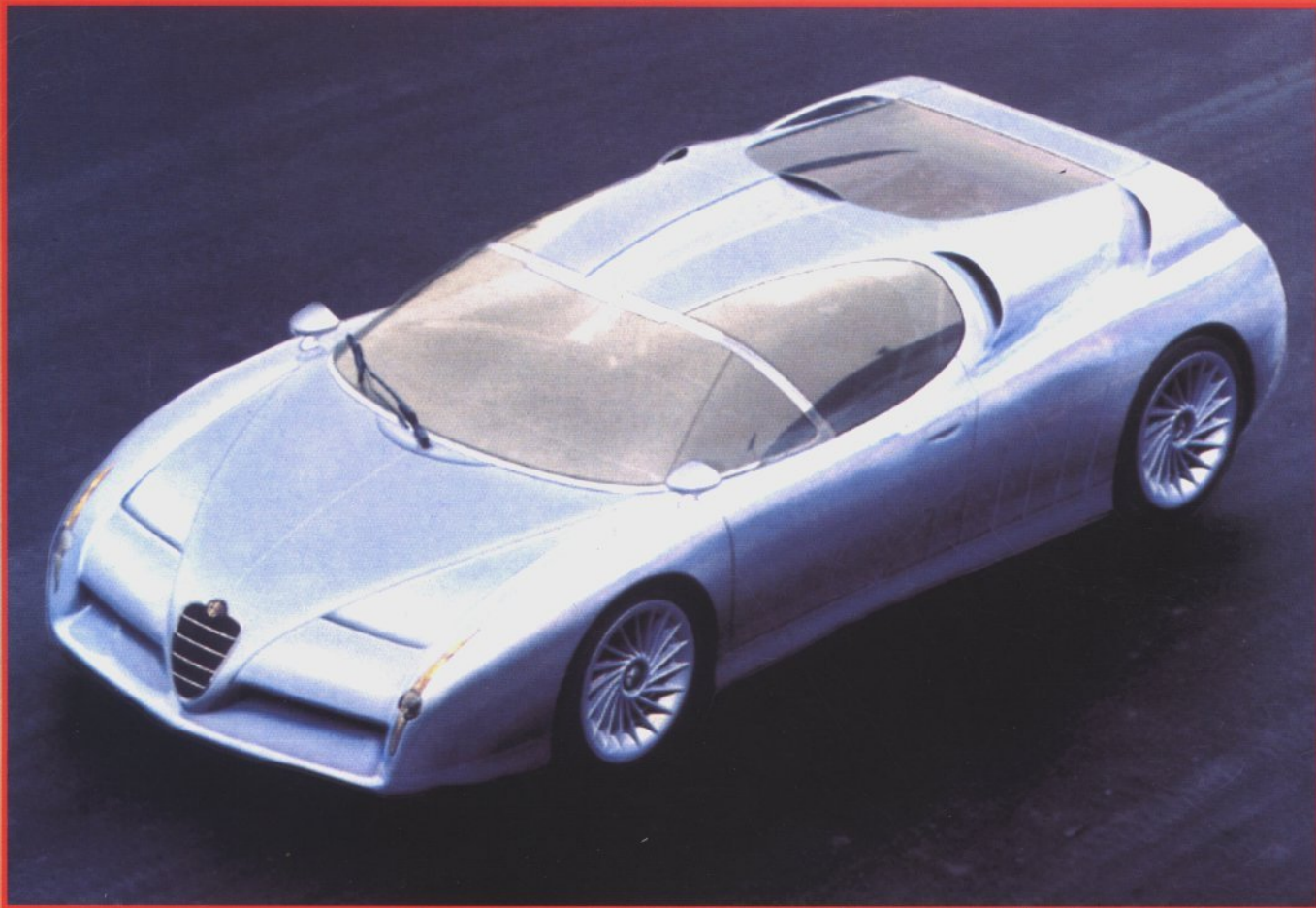


# scighera



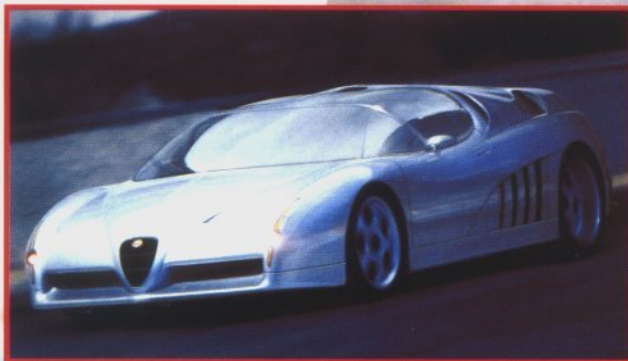
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## Scighera. The new sports era.

The design of Scighera is based on a load-bearing chassis made from a mixture of aluminium and carbon structures. However, the body is made entirely from aluminium. The vehicle has a maximum length of 4320 mm, width of 1980 mm

and height of 1145 mm. Scighera should not be interpreted as the product of a ritual styling exercise. It was conceived with a view to possible limited series production. In terms of materials used, Scighera had to satisfy strict criteria of industrial feasibility and of economic viability. Nevertheless, none of the captivating creative craftsmanship has been lost - far from it. The clear intention has been to highlight the manual skills of Italdesign. In its general design, Scighera breaks away from the traditional single-box shape which, over the last few years, has been a typical feature of mid-engined cars. The designer has aimed to define a turning point in moulding the elements which make up the body. The large mudguards, the slender front headlamps and the equally slender vertically-oriented tail lights are all immediately striking. Whilst the vehicle has a closed configuration, its swift transformation into a spider version is possible. A 3,000 cc Alfa Romeo V6 cylinder bi-turbo engine, mounted in mid-position length-wise, delivers 400 b.h.p. The sequential gearbox has 6 speeds and is located centrally between driver and passenger in front of the engine, enabling better distribution of weight between the axles. The clutch is electronic and there is permanent integral transmission. The front suspension is also worth particular mention. It is based on the "push road" principle and has a single shock absorber. This is another important mechanical feature so far unprecedented in road vehicles. Ergonomically, although this is a sports supercar, it has also been designed for road use. The interior has been afforded the greatest of care and offers particular comfort. The fine Connolly upholstery and leather accessories are a perfect example. The strictly two-seater passenger compartment is very comfortable and offers ample room. The position of the seats is fixed and the steering column and pedal unit are adjustable, providing greater ease of access. However, the incline and height of the driver's seat only may be adjusted. Scighera, with its features and noble birth, could not fail to be considered for possible competition use: the racing version remains virtually identical in style, but the body is made from carbon, rather than aluminium, in order to reduce the weight.





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### Dimensions (mm) and Weight (kg)

Length	4320
Width	1980
Height	1145
Wheelbase	2600
Front track	1655
Rear track	1630
Front overhang	1060
Rear overhang	660
Weight	1450

### Engine

Make	Alfa Romeo
Position	longitudinal central-mounted engine
Type	supercharged V6
Displacement	3000 cc
Maximum power	400 bhp 7500/rpm

### Transmission

Drive	permanent integral
Gearbox	sequential gearbox 6 speeds + reverse
Clutch	electronic

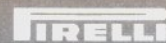
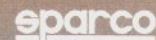
### Wheels

Tyres	Pirelli
Front tyre	235/40/ZR18
Rear tyre	295/35/ZR18
Rims	Sparco
Front rim	9"x18"
Rear rim	11"x18"
Suspensions	front: "push road" with centrally positioned single shock absorber (overlapping triangles) rear: "push road" with two centrally positioned transversal shock absorbers (overlapping triangles)

### Performances

Top speed	over 300 km/h
Acceleration from 0 to 100 km/h	3,8"

Our special thanks to:



CONNOLLY

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*scighera*



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